

# The Hongkong Telegraph.

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MONDAY, DECEMBER 30, 1907.

150 PER ANNUM.  
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## Banks.

**YOKOHAMA SPECIE BANK, LIMITED.**

CAPITAL PAID UP ..... Yen 24,000,000  
RESERVE FUNDS ..... Yen 15,550,000

Branches and Agencies:

TOKIO	CHEFOO
KOBE	LIENTSIN
OSAKA	PEKIN
NAGASAKI	NEW CHONGWANG
LONDON	DALNY
LYONS	FORT ARTHUR
NEW YORK	ANTUNG
SAN FRANCISCO	LIANGYANG
HONOLULU	MUDEN
BOMBAY	TIE-LING
SHANGHAI	CHANG-CHUN
HANKOW	

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED, On Current Account at the rate of a per cent, per Annum on the Daily Balance.

On fixed deposit—

For 12 months ..... 5% p.a.  
" 6 " ..... 4 " "  
" 3 " ..... 3% "

TAKEO TAKAMICHI,

Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,350,000  
ABOUT MEX \$5,000,000  
RESERVE FUND ..... GOLD \$3,350,000  
—ABOUT MEX \$5,000,000

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.

6 " 4 " "  
3 " 3 " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hamburg Hankow Kobe Peking Singapore Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) Dresdner Disconto-Gesellschaft Deutsche Bank S. Bleichroder Berlin. Berliner Handels-Gesellschaft Bank fur Handel und Industrie Robert Warshauer & Co. Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt Jacob S. H. Stern M.M. Norddeutsche Bank in Hamburg, Hamburg, Sal Oppenheim Jr. & Co., Koenig.

Bayrische Hypotheken und Wechselbank Muenchen.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIRECTION DER DISCONTOGESSELLCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [19]

NEEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (L3,750,000).

RESERVE FUND Fl. 5,275,750  
(about £45,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Patereongan, Tjilatap, Padang, Medan (Del), Palembang, Kotabanta (Achee), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haliphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

On Current Account at the rate of 2% per annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum

6 " 4 " "  
3 " 3 " "

J. BOETJE,

Manager.

16, Des Voeux Road Central. [19]

## Banks.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL ..... GOLD \$10,000,000  
RESERVE FUNDS—

Sterling £1,000,000 at 1/- = £1,000,000  
Silver £1,000,000 at 1/- = £1,000,000

RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq.

E. Goetz, Esq.

A. Haupt, Esq.

C. R. Lenemann, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

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On fixed deposit—

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" 3 " ..... 3% "

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HEAD OFFICE:</

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN,".....	2,165 tons.....	Captain H. D. Jones.
"POWAN,".....	1,330 "	H. I. Black.
"FATSHAN,".....	2,260 "	C. V. Lloyd.
"KINSHAN,".....	1,995 "	B. Branch.
"HEUNGSHAN,".....	1,908 "	R. D. Thomas (At Dock)

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.

CHITS CANNOT BE ACCEPTED.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....	1,651 tons.....	Captain W. A. Valentine.
"SUI-TAI,".....	1,651 "	G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.		
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.		
The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.		
Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.		

## JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.	
S.S. "SAINAM,".....	388 tons.....
"NANNING,".....	500 "
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.	Mackinnon.
Further particulars may be obtained at the Office of the—	
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.	
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,	
Or of BUTTERFIELD & SWINE,	
Agents, CHINA NAVIGATION CO., LTD.	

Hongkong, 24th December, 1907.

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## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWINE,  
AGENTS,  
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

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## REGULAR HONGKONG-CANTON LINE OF STEAMERS

## OF THE

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and practical steamers on the line.  
Departure from Hongkong at 9:30 P.M. (Saturdays excepted).  
Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Wharf is at the end of Wing Lok Street (Tram Station).  
Canton Agents—Messrs. E. Pasquet & Co.  
For further particulars, please apply to—

BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

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## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.  
BARRETTO & CO.,  
General Agents.

Hongkong, 22nd October, 1907.

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## Hotel.

KOWLOON HOTEL,  
HONGKONG.

## NEEDS NO ADVERTISING.

World-wide Reputation.  
The only British Hotel in Kowloon.  
The only charming and popular resort in the  
Colony.  
Electric Lights, Fans and Bell Bells.  
Billsiards and Bowling Alleys.  
Moderate Terms and No Extras.  
Modern Management.

O. B. OWEN.

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Hongkong, 1st November, 1907.

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## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 76 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

## NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 38.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.  
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1907.

## INCREASING COST OF THE KAISER'S NAVY.

## THE ESTIMATED EXPENSE.

What is clear from the new German Navy Estimates is that the number of ships arranged for in 1906 and 1907 is to be augmented, but that the actual strength of the navy will be far less than was originally anticipated. If the Reichstag lowers the age of the battleships, which will be done, the House must also take the consequences of doing so.

The chief consequence, so far as shipbuilding is concerned, is that three ships of the Kaiser class will be laid down for replacement in 1915, 1916 and 1917, whereas, according to the original programme, they would not have come in for replacement until after 1917. This means that the navy will have three more Dreadnoughts in commission by 1920 instead of three useless battleships.

Moreover, by lowering the age of the battleships, the Oldenburg (5,000 tons), four of the Brandenburg class (9,900 tons), and three Siegfrieds (4,000 tons) come up for replacement in 1908 and 1909; the other four Siegfrieds, and three of the Kaiser class in 1910, 1911, 1912, 1913, 1916 and 1917.

The German Admiralty have thought over the matter carefully and sagaciously allowed it to leak out a few weeks ago that a proposal would be made to lower the age of battleships and that they would couple with this measure a proposal for redistributing the shipbuilding. According to the new scheme, three battleships are to be laid down in 1908, 1909, and 1910 respectively, and two in 1911, and one in each succeeding year from 1912 to 1917. There is to be a slight alteration in the distribution of the large cruisers, and the programme for the small cruisers and torpedo-boats remains the same. At length, however, the German Admiralty have decided to go ahead with submarines. It is, of course, assumed that a further redistribution for the years 1912, 13 inclusive, will be proposed in three or four years' time.

## 21 "DREADNOUGHTS" IN 1910.

Assuming that one of next year's ships will be considerably over 18,000 tons, say about 20,000 tons, and provided that no increase in displacement takes place until 1911, Germany will have in 1913 thirteen Dreadnoughts—five of 18,000 tons and five of about 10,000 in commission. By 1920 this number of Dreadnoughts in commission will have increased by eight more; total, twenty-one Dreadnoughts. By 1930 it is certain that England will have seven Dreadnoughts in commission against Germany's one. Presumably, therefore, the British Admiralty will be sufficiently supported between now and 1917 by the nation to secure that number of Dreadnoughts by 1920 which will be considered by specialists to be the number required to guarantee Britain's supremacy at sea.

The tendency at the present moment is all in favour of a steadily-increasing size of battleships, and consequently of a large augmentation in their price. It may be anticipated that battleships will soon cost over two millions of pounds sterling. Hence, the competition is going on between the Powers leading on to a state of things that tends to become unbearable. This competition affects the British taxpayers, and that is why the increased expenditure in the German Navy Estimates is inimical to us, and leads people to talk of a "menace." The menace does not consist in the number of the ships at present in commission in the German Navy; but in the campaign of competition that is likely to become more rather than less strenuous, owing, as many think, to the persistent secrecy as regards displacement and armaments observed in Berlin.

## THE GERMAN REPLY TO CRITICISM.

The German Admiralty repudiate the alleged effect of this secrecy, and one is bound to admit that many in other navies do not object so much to the secrecy of Berlin as to the fact that the increase of displacement of German battleships and large cruiser forces others to build larger ships. In reply to this argument, the Germans submit that they did not introduce the large type, but are compelled to follow suit. For the present, therefore, the different competitors remain in a circle, and apparently there will be no half-made until the cost of the ships causes somebody to stop or somebody else to cry stop.

In the opinion of competent judges the German shipbuilding yards will be in a position to accept and carry out the increased number of orders proposed by the Admiralty. It is quite certain that the smaller vessels—the Siegfrieds will be the first to be replaced. Before long it must dawn upon the German taxpayers that their new navy is to cost them a very much larger sum—say, some £40,000,000 more than they were led to believe in 1907 that it would cost. This is, of course, due to the advancement of science.—*Pall Mall Gazette*.

## MORMONS IN ENGLAND.

Sixty-one Mormon missionaries, under the leadership of Elder James Radcliffe, of Grantsville, Utah, have arrived in England.

Interviewed at Liverpool, Mr. Radcliffe said that no attempt would be made to spread the Mormon faith in Germany, owing to the extremely hostile attitude of the German Government. Switzerland would be the nearest mission field to the Kaiser's domain.

Some interesting facts concerning Mormon activity in Canada were given by Mr. F. P. Skirven, an elder from Cardston, Alberta. There were, he said, 3,000 members in the Mormon colony in Alberta, and an even larger colony was springing up in the further north.

We are more than satisfied to be added with the audience adopted towards us by the Liverpool Garrison, and I sincerely trust that our party included one lady, Mrs. Emily Davis, from Liverpool.

## TO LET.

## TO LET.

4 ROOM HOUSES in GAF ROAD near the Race Course, with easy access to the Lower Level Tramway. Rent, very moderate. FLATS for Europeans in WILD GULL BUILDINGS, No. 147, Wan Chai Road. Apply to—

PERRY SMITH &amp; CO., LTD.

Hongkong, 16th December, 1907.

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TU LKT.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Clock-Ground.

A HOUSE in CLIFFORD GARDENS, Connaught Road.

OFFICES in YORK BUILDING, GODDONS, 16, PRAYING STREET, BLUE BUILDINGS, and No. 101, DA VY ROAD, next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 1st December, 1907.

[169]

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 1st December, 1907.

[169]

TO LET.

N.O. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—

THE COMPRADORE DEPARTMENT.

Jardine, Matheson &amp; Co., Ltd.

Connaught Road Central.

Hongkong, 2nd October, 1907.

[169]

TO LET.

N.O. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

## Enthronement.

# Powell's

28, Queen's  
Road,

(OPPOSITE THE CLOCK TOWER).

GENTS'

DRESSING  
GOWNS

Smart—Exclusive,

\$10 to \$50  
each.SMOKING  
JACKETSWarm—Comfortable,  
\$15.00  
and upwards.

Knitted Woollen

WAISTCOATS

Newest Designs and  
Colourings,\$5.50 to \$16.50  
each.

Striped &amp; Checked

TATTERSALLS.

W.M. POWELL,  
LTD.,  
Gent's Outfitters,  
HONGKONG

## Intimations.

## NEW-YEAR HOLIDAYS.

IN accordance with Government Notification No. 846 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, the 1st and 2nd January, respectively.

Hongkong, 23rd December, 1907.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF COPENHAGEN.

## NOTICE.

## CURRENCY CHARGES ON TELEGRAMS.

REFERRING to the Company's notice of the 10th September last, the Senders of Telegrams are hereby advised that from the 1st January, 1908, the Charge for Telegrams will, subject to revision after three months, be collected at the Rate of 10s equal to Fr. 1.00.

H. BULOW FRIKKE,  
Acting Superintendent.

Hongkong, 27th December, 1907.

A. CHAZALON &amp; CO.

## 6, QUEEN'S ROAD CENTRAL.

## NOW SHOWING:—

## A LARGE ASSORTMENT OF FRENCH DOLLS AND TOYS,

## PERFUMERY,

## TOM SMITH'S CRACKERS,

## XMAS TREE ORNAMENTS,

## FOOTBALLS, &amp;c., &amp;c.,

ALSO

## The Best FRENCH CONFECTIONERY

## and LIQUORS.

## INSPECTION SOLICITED.

Hongkong, 25th November, 1907.

PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE:

## WEEK DAYS.

7.00 a.m. to 9.30 a.m. ...Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 1.55 p.m. ...Every 10 minutes.  
1.55 p.m. to 2.15 p.m. ...Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.  
NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.  
every half hour.

## SUMDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ...Every 10 minutes.  
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.  
11.45 a.m. to 12.00 noon. ...Every 15 minutes.  
12.00 Noon to 1.00 p.m. ...Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.  
NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and  
1.45 p.m.

SPECIAL CARS by Arrangement at the  
Company's Office, ALEXANDRA BUILDINGS,  
Des Vieux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 4th June, 1907.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM. PAK LANE,  
Manager.

Hongkong, 22nd June, 1907.

## Sole Agents for

## HUMBER CYCLES.

## TYPEWRITERS

## FOR

## HIRE, REPAIR &amp; SALE.

TO CLEAR AT VERY MODERATE  
PRICE.

REMINGTON,

HAMMOND,

BIRLOCK.

NEW CENTURY &amp; SUN TYPEWRITERS

MOTOR LAUNCHES  
and BOATS

FOR HIRE AT BLAKE PIER,

DAY AND NIGHT PER HOUR ..... \$3

New Bicycles  
for Hire.

NEW CYCLES FROM \$65 EACH.  
REPAIR TO MOTOR BOATS, CARS,  
and CYCLES UNDERTAKEN.

DRAGO CYCLE DEPOT,  
No. 11, D'Aguilar St. and Kowloon.

Hongkong, 27th November, 1907.

## COMMERCIAL.

## FREIGHT MARKET.

Messrs. Lamee & Rouge write in their fortnightly report of 20th Dec., as follows:—The freight market during the long calendar review has remained in an inanimate condition. What little demand there was for tonnage has been readily satisfied at low rates.

Saigon to Hongkong.—As for prompt dates, after the fixture of one of the regular vessels at 10 a.m., the inquiry has altogether died out, and the nominal quotation now stands at 8 to 9 cents per picul. For loading in February charterers have continued trying to contract for tonnage, but their attempts have proved futile, owners considering the rates held out inadequate and expecting to do better by waiting.

From Saigon to Philippines parts two more fixtures have taken place. Further tonnage will in all probability not be wanted until end of next month.

Saigon to Singapore has had a charter on lump sum basis. Saigon to Java ports some little demand for January and February has not been met, owners fearing that they may get "stuck" for a return freight.

No fresh developments with regard to tonnage requirements from Java or Bangkok. Coal freight is lifeless. Only charter tripartite is of a boat Moji to Swatow at \$1.75.

Monthly Native concerns have taken up now, ss. *Spirit* and *Dogay* for 3 and 8 months, respectively, the former for commencement end of January beginning February and the latter for March commencement.

Correction.—ss. *Nord* was fixed at \$3,500 for 1 month, not for a term of a month at \$3,100, as stated in our last circular.

Sail Freight:—Nothing.

Sail Tonnage loading or to load:—None.

Departure of Sailors:—Brit. bark *Lawwill* December 10th for Baltimore and New York.

## DRY WEATHER PAINS—WET WEATHER AGONIES.

MANY RHEUMATIC SUFFERERS LIKE THIS LADY IN MALACCA SUFFER MOST DURING DAMP OR COLD.

BUT WHY SUFFER AT ALL?

WHEN THE PROVED REMEDY FOR RHEUMATISM EVEN IN ITS WORST FORMS—is Dr. Williams' Pink Pills.



Only those who have suffered themselves know properly how to sympathise, and it is because of her sympathy, born of fellow-feeling, for those afflicted with Rheumatism that Mrs. A. A. De Souza, wife of Dr. C. T. De Souza, assistant surgeon of the Durian Dau Hospital, Malacca, generously permits the following facts to be made public.

"About two and a half years ago when I first arrived from Penang," said Mrs. De Souza, "I commenced to get attacks of Dyspepsia and Rheumatism. At first these were not very severe, but as time went on they became worse and worse. My left arm became so bad that I could hardly lift it, and often the pains moved from one joint to the other. In wet weather the pains were almost unbearable."

"I became very thin and pale, my appetite almost completely left me, and what little food I ate

MADE ME SUFFER AGONIES for hours after. I often had a severe pain at the pit of my stomach and a splitting pain in my head. I became very weak, nearly always felt tired out, and although I tried many medicines none of them gave me anything but temporary relief, and I continued to suffer in this terrible way for nearly two years."

"One day a friend advised me to give Dr. Williams' Pink Pills for Pale People a trial. I did so, and when I had finished the first bottle I felt much relief. The Rheumatism commenced to leave me, I could eat a little food with enjoyment, and the pains in my head were not so severe. I continued to take Dr. Williams' Pink Pills until I had finished seven or eight bottles, and by this time

I WAS COMPLETELY CURED.

The headaches had altogether gone, also the pains in my joints, I could move my arm freely, and could eat almost any food. The pain at the pit of my stomach had disappeared. I could sleep well at night, I



had regained my colour and became quite stout and strong again. In fact, I was a per-

woman, for instead of my life being misery it had become a joy.

It is now about eight months since my wonderful cure by Dr. Williams' Pink Pills, and since then I have had no relapse. Dr. Williams' Pink Pills are the best of health and always bright and lively. I am very thankful for my cure by Dr. Williams' Pink Pills, and you are quite at liberty to make whatever use you think fit of this testimony for the benefit of other sufferers.

The fact should never be overlooked that Dr. Williams' Pink Pills for Pale People are no "quick" medicines, but, on the contrary, represent the life-work of a thoroughly qualified and greatly gifted physician—an M. D. of Edinburgh University, Scotland.

As a remedy for Liver Disease, Indigestion, Malaria, Headaches, Anæmia, Debility, Early Decay, Rheumatism, Paralysis, Beri-Beri, Eczema, Boils, skin eruptions, and the special ailments which trouble ladies between youth and middle age, these pills are world-renowned, and men broken down by overwork, Fever, Dysentery, or other cause are speedily restored by their use. Obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., Singapore, who send 1 bottle for \$1.50 or 6 bottles for \$1., post free to any address.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 27th December, 1907.

## Consignees.

INDO-CHINA STRAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from the above Ports, Consigned as Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 27th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be affected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 27th December, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Companies' Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on board

From London, &c., ex S.S. *Victoria*.

From Persian Gulf, ex B.I.S.N. and B.V.P. S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee's Agent and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown, where they will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 3rd inst., at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME & CO., Agents.

Hongkong, 27th December, 1907.

E. A. HEWETT,  
Superintendent.

Hongkong, 27th December, 1907.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or

## ADVERTISEMENT.

A. S. WATSON & CO.,  
LIMITED

THE GREAT  
POPULARITY

Watson's



VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS  
CONSISTENT EXCELLENCE  
OF  
QUALITY.

IT IS A

PURE MALT WHISKY

OR

GENUINE AGE

AND

FINE MELLOW  
FLAVOUR.

Per Case. - - - \$15.00

A. S. WATSON & CO.,  
LIMITED,  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 11, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE),  
DAILY-\$0 per annum.  
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The rates per quarter and per annum, proportional, The daily issue is delivered free when the address is accessible to messenger. On delivery by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents.

DEATH.

On December 2nd, 1907, at Shanghai, HELEN WINIFRED OLSEN, the beloved wife of Job A. Olsen, aged 74 years.

**The Hongkong Telegraph**  
HONGKONG, MONDAY, DECEMBER 30, 1907.

THE GOVERNOR'S OPPORTUNITY.

Within the next few days, His Excellency the Governor, accompanied by a party from Government House, will, in all probability, make his first visit to the neighbouring capital of Canton, there to familiarise himself with the quaint wonders of that delectable centre of all the activities, and to gain some idea of the importance of Hongkong's principal market. The visit, according to our information, will be of a purely unofficial character, although that is not to say the Viceroy's Yamen will be omitted from the itinerary of the travellers, or that initial friendships, which may have an influential bearing on future questions of domestic-political importance as affecting Hongkong and Canton, may not be founded on the secure foundations of mutual self-respect. Far too long have the high Government officials of Hongkong held themselves aloof from the Provincial authorities of the two Kwang, with the result that the initiative to adopt combined action for the benefit of the two great empires of trade in South China has been stifled from sheer pride and lack of diplomatic perspicacity. It is perfectly true that half a century ago Hongkong had a thousand and one grievances against the Chinese Government of Kwangtung, and that the Chinese officials were ever ready to take any steps which would prove injurious to the trade interests of Great Britain. In those circumstances it was not to be expected that the Government of Hongkong would complaisantly offer the

other cheek to the smiter, and return good for evil, for the simple reason that such a policy would not have been understood by the prosaic, simple-minded mandarins. But in these latter days, when the spirit of reform is spreading throughout the Empire, and when the most conservative of Chinese officials are radical firebrands in comparison with their predecessors, there is no reason why the stand-offish attitude of former days should be maintained. When it comes to the point, Hongkong is little better than a barren rock which has been moulded into the shape of a commercial centre largely through force of circumstances. It is dependent to a very great extent on its properties as a lode-stone to attract traffic from the Coast ports and from Canton in particular. It must therefore be the object and endeavour of Hongkong to maintain the friendliest relations with the neighbouring ports in order that its own prosperity may not be checked in the slightest degree. And one of the most important conditions likely to ensure the welfare of the British outpost is the friendship of the Viceroy of the Kwang Provinces for the time being. When His Excellency Chow Fu arrived at Hongkong en route to Canton to take up the duties discarded by the redoubtable Shum, he was entertained at a species of afternoon tea by his compatriots, and in reply to the toast of his health, observed that the interests of Hongkong and Canton were intermingled and in many respects identical; and he indicated that it would be his purpose to strengthen the ties already existing between Hongkong and Canton in order to secure an increase in the mutual benefits which were bound to accrue from an informal-commercial alliance. Unfortunately, Chow Fu discovered that he had not landed in a bed of roses when he assumed office in Canton, and not many months had elapsed before he was scuttling back to Shanghai, only too glad to throw off the burden of governing a self-opinionated and, shall we say, stiff-necked people. His Excellency Chang was too cautious to make any promises or hold forth any hopes one way or the other when he visited Hongkong on his way to the capital of South China, and, indeed, the viceroyalty of Chang has, up to the present time, been modelled on the attitude of the House of Lords during the Napoleonic wars—according to Sir W. S. Gilbert—when that body "did nothing in particular and did it very well." If it were possible for Sir Frederick Lugard to break down this barrier of foolish reserve and pedantic pride, so that an end might be made of those rumours and counter-rumours which are solely intended to irritate and ruffle all parties, then much good could result from the freedom of intercourse and frank utterances which are bound to follow. But His Excellency the Governor must not depend upon his official advisers if such a desirable result is to be attained. He must discard the swaddling clothes of officialism and the bands of red tape, which, however picturesque they may be, induce a state of chronic cramp liable to develop into incurable paralysis. When Sir Frederick Lugard was in Central Africa he gained the esteem of the native chiefs so thoroughly that they clamoured for his return, and yet the interests of Great Britain were never for a moment neglected or reduced to a secondary position. It is up to Sir Frederick to prove the truth of the line that, "Peace hath her victories no less renowned than war," and to arrange that the old-fashioned and hallowed habit of regarding everything that emanates from the Viceroy's yamen with the eye of distrust shall give place to a healthier mental condition. Sir Henry Blake might have stamped his reign in Hongkong by the sweeping away of the traditions which compelled the Governor to regard the Canton Viceroy as a sort of devil incarnate, but Sir Henry Blake was unfortunate in having to rub the Chinese the wrong way in the interests of Great Britain in the Far East. Sir Matthew Nathan, the soldier and martinet, with never an eye beyond the strategical position of the Colony and its defences, sublimely indifferent to native opinion and heedless of advice which did not come in the form of a "C.S.O.", neither sought to propitiate the viceregal authority at Canton nor to arrive at a common basis of understanding on matters commercial. How many of the schemes promoted by Viceroy Shum with the object of confounding the aspirations of Hongkong originated in the desire to humiliate the Government rather than the people it is, of course, impossible to say, but we fancy we are not far wrong when we say that at the back of them all was this unexpressed feeling. Sir Frederick Lugard commands the opportunity to reconcile the disturbing influences which would set Canton against Hongkong to the prejudice and ultimate decadence of the Colony, and if His Excellency should succeed in harmonising the warring elements he will have done more to ensure the continued prosperity of Hongkong than any of his predecessors dreamt of achieving. But, as we have said, it will be a single-handed affair, destined of all the trapping of state, such as gold lace, cocked hat and epauletts, and if this first visit of His Excellency to Canton should prove the precursor of many

such private trips to the mainland, it is in the highest degree probable that the consummation at which we have hinted may be quickly, unconsciously but none the less firmly achieved. In conclusion, we may anticipate the criticism of those who hold that the Press have no justification for referring to the private doings of His Excellency the Governor. We would only reply that the visit of the head of the Government to a neighbouring State cannot be regarded in the light of private function, nor can any incident which may occur in the course of that visit be disregarded as immaterial to the Colony generally. In visiting Canton His Excellency may adopt the cognomen of the commonest individual in the land, but he cannot shake off at will the power and authority with which he has been invested by His Majesty the King.

## LOCAL AND GENERAL.

From Wednesday, 1st proximo, Refresh will sound at 5.30 p.m.

The English mail of the 30th November was delivered in London on the 28th inst.

It is noticeable that there is a revival of the "Taft boom" in the American Press.

The Board of War at Peking proposes to send twenty students to France and England next spring to enter naval college.

There have been 233 ocean-going steamers entered and cleared at Hankow this year, and the list can now be considered closed.

The Indian Marine Transport *Hawthorn*, with 400 and Battalion Cameron Highlanders, is expected to arrive on the 1st January.

NATIVE travellers returning from Mongolia state that Chinese banknotes are very unpopular, the people preferring the Russo-Chinese notes.

It is stated in a native paper that the Peking Syndicate is willing to give up the mines in Szechuan province in return for a sum of Tls. 7,000,000 as compensation.

H.R. Wu Ting-fang, Chinese Minister-designate to the U.S., etc., has recommended to the Throne Mr. Au Ying-chi, for the post of Chinese Consul at San Francisco.

REAR-ADmirAL C. Tamari, the Captains and Officers of H.I.I. South China Sea Squadron will be "At home" on board H.I.I.M.S. *Nunivis* on Wednesday, 1st January, at 3.5 p.m.

ROBERT Caldwell, known in America as the affidavit maker, who was recently a witness in the Druse case, has been arrested in New York at the request of the London police on a charge of perjury.

A TELEGRAM received by the Tokio Foreign Department states that the Russian officials have revoked the provision that any ship entering Vladivostok must be piloted from tsakdo island. The revocation takes effect from January 14.

We are requested to state that Sir Frederick and Lady Lugard have promised to be present at the Children's Sports to be held at Kowloon on New Year's day. Mr. H. N. Mody has kindly consented to present the prizes to the successful competitors. The hand of the 19th Infrastry will play selections during the afternoon's entertainment.

POLICE Constable Perkins, of Yau-ma-ti Police Station, arrested a Chinaman in the Po Hing Theatre last night on a charge of disorderly behaviour. The man, who wanted to "fight the white house," was the trainer of an American bulldog, whose star was in its ascendancy in Hongkong years ago. The ex-trainer was charged at the Police Court, this morning, and fined 5/-.

WONG SAM, a coolie, residing at 47, Quarry Bay, disappeared from that part of the city early yesterday morning with a box of clothing belonging to another man. The owner, Mr. Tsui, reported the loss at Shau-ki-wan Police Station, whence the other stations were notified. Late last night Wong was captured at West Point in the act of disposing of the clothing. He appeared at the Police Court, this morning, and was sentenced to three weeks' imprisonment and six hours' stocks.

TWO school boys—Luk Kit and Chung Kau-ensiing at 51, Graham Street, are being detained at headquarters on charges of committing highway robbery. The accused were alleged to have "held up" another youth—Wong Sui Li, of 2, St. John's Place—a few days ago, and, after thrashing him, robbed him of a gold mounted rattan bauble worth \$15. They then decamped, but the crew of the victim brought forth a crowd, and they were arrested. Their trial will come on after the New Year.

A RUBBER shop at 41, Battery Street, Yau-ma-ti, which has been suspected for weeks past of doing business other than that of head-shaving, was raided yesterday by Police Sergeant Appleton and a number of other officers. The front room was found practically bare and this was nothing, besides the sign-board, to show the business of the house. In another room, however, fifteen men were found seated around a table playing "poker." They were all arrested, the gambling paraphernalia seized, and the make-believe rubber shop closed. At the Police Court the men were remanded for trial, and if this first visit of His Excellency to Canton should prove the precursor of many

## THE WALKING RACE.

FAVOURITE WIN FOR MR. J. A. S. ALVES.

The walking tournament, which was promoted by members of the Club Lustiano, covering a course slightly over ten miles, was held yesterday morning. Eleven teams—each team composed of four men and two ladies—entered. The route was from Breezy Point recreation ground, down Park Road, turn to the right at "Li Yee" on to Bonham Road, Caine Road, Upper Albert Road, round Government House to Lower Albert Road, past Government Offices and Volunteer Parade Ground, turn to the right to Garden Road, up Kennedy Road, down to the Monument and pass the road between the Recreation Ground and the Race Course, turn to the right on to the road in Wong-nai-chong Village up Wong-nai-chong Gap to Bowen Road, Albany Road, Ca-nei Road, and finish just in front of the Italian Convent gate.

"B" team, captained by Mr. J. A. S. Alves, was much favoured. Their supporters were not disappointed; however, for at the conclusion of the event Mr. Alves walked home winner, having negotiated the distance in one hour and thirty-nine minutes in his walking he gave an excellent exhibition of pedestrianism and headed and toed the gr and with judgment. Within the last mile or so he stepped out in good form, leaving the crowd behind. Throughout the walk the course was considered rather heavy, especially at that part between Wanchai and Wong-nai-chong Gap.

Following were the officials—

JUDGES: Messrs. M. E. Silva and A. M. L. Soares.

COMMITTEE: Starter:—A. E. S. Alves.

TIMEKEEPERS:—Messrs. C. M. P. Remedios and E. J. Figueiredo.

Referees:—Messrs. I. D'Almada e Castro, A. G. Ribeiro, A. A. Alves, M. A. Vas, J. M. Silva, J. A. B. Silva, B. M. Castro, B. M. Coelho, J. R. Campos, O. F. Rozario, A. A. Lopes, H. T. Jorge, F. B. Silva, C. M. V. Ribeiro, J. C. Ribeiro and E. L. Leitao.

THE START.

At 8.45 o'clock, a large crowd had gathered at Breezy Point to see the send off. A drizzling rain was falling, but this cleared up directly after the start making it an ideal day for walking. Finally at 9.23 the field was sent away to a capital start, by Mr. A. E. S. Alves. The competitors were all bunched until entering Kennedy Road, when the order was: Carvalho (team E) and J. Alves (B1) ahead; Moreira (J2), A. Neves (H1), D. Soares (H1), F. Ozorio (K1), Correia (K2) and others. Along Kennedy Road the general order was the same as, far as the Monument, at Happy Valley. Here Alves overtook Carvalho, Moreira third, Neves and Ozorio fourth and fifth, respectively. Between Wong-nai-chong and Wanchai Gap the condition of the road made it hard travelling and for a while pace had to be reduced, but no changes were effected in the front rank. Entering Bowen Road (Time: 10.23 a.m.) the

effects of the journey seemed to be telling on many of the competitors. Alves, who kept the lead, was going strong and looking fit. The others appeared more or less high blown. On the home track, Moreira, who held third position for most of the way, dropped behind, his place having been wrested from him by F. Barros (H1.3), J. Ozorio fifth and H. Remedios sixth, the remainder bringing up the rear.

The order at the finish was:—(B1)—J. Alves, 2 (K3)—F. Ozorio, 3 (H1)—A. Neves, 4 (H2)—Barradas, 5 (E4)—J. Ozorio, 6 (D5)—H. Remedios, 7 (J2)—Moreira, 8 (H1)—P. Vianorovich, 9 (B2)—A. Remedios, 10 (H4)—Franco, 11 (D4)—Castro, 12 (E1)—Carvalho, 13 (H1)—D. Soares, 14 (F3)—Barreto, 15 (J3)—Lyndman, 16 (S1)—Sequira, 17 (S1)—A. Barros, 18 (G3)—Vieira, 19 (G4)—Luc, 20 (A)—Irito, 21 (C2)—Eça da Silva, 22 (E3)—J. Barros, 23 (K3)—Correia, 24 (E2)—Rosa, 25 (G1)—D. Remedios, 26 (K1)—Guimaraes, 27 (D1)—Cordeiro, 18 (J4)—J. Remedios, 29 (K4)—J. Souza, 30 (F2)—H. J. Alves, 31 (A2)—P. Neves, 32 (D4)—J. V. Remedios, 33 (F4)—F. Lopes, 34 (D2)—A. C. Botelho, 35 (G2)—F. Soares, 36 (B3)—J. Graca, 37 (J1)—M. Figueiredo, 38 (A4)—M. Baptista.

TIME OF FIRST THREE WINNERS.

The time the first three men occupied to cover the course was:

START.

1. J. A. B. Alves ..... 1 hr. 23 min.

2. F. Graca Ozorio .....

3. A. M. Neves .....

FINISH.

11.02 a.m. .... 1 hr. 39 min.

11.07 " .... 1 hr. 43 min.

11.07 " .... 1 hr. 44 min.

POSITION OF TEAMS.

The positions of the teams at the conclusion of the event were:

1. B. Team. Scored 1, 11, 16—77 pts.

2. J. Team. Scored 7, 13, 15, 28—63 pts.

This team is placed second on the average time per man being fifteen seconds better than the other teams.

3. E. Team. Scored 5, 12, 22, 24—63 points.

4. K. " 2, 33, 26, 29—60 "

5. " 6, 12, 27, 32—52 "

6. F. " 14, 17, 32, 35—54 "

7. G. " 18, 19, 25, 35—57 "

8. I. " 3, 31, 37, 38—52 "

H. team scored 4, 8, 21—21 points for 3 men.

One did not finish.

A. team scored 1, 2, 31—67 points for 3 men.

One did not finish.

At the conclusion of the day's sports the competitors adjourned to the Club Lustiano where the prizes were presented by Mr. J. L. Alves to the following successful competitors:

1. Individual Prize.—J. Alves, 1. F. Graca Ozario, 2. A. Neves, 3. A. Barradas.

## Telegrams.

[Reuters.]

## Persia, Great Britain and Russia.

London, 27th December.

The *7 Times* correspondent in St. Petersburg says that the leading journals unanimously approve of the Anglo-Russian pacificatory mission in Persia, and record with satisfaction the ensuing improvement of relations between the Shah and Mejidie. A hope is expressed that a durable understanding will be reached.

Later.

## The Colliers' Strike at Port Said.

Lloyd's agent at Port Said writes that, in consequence of the strike, the harbour is blocked with colliers; and colliers arriving after the 26th instant are obliged to anchor off the port.

A conference between the coal merchants and the strikers has proved abortive, the latter insisting on an increase of 5d. per ton of coal landed or shipped.

Nearly 100,000 tons awaiting discharge.

## Royal Betrothal.

Princess Beatrice, daughter of the Duke of Edinburgh, is betrothed to Prince Alfonso of Bourbon.

## Canada and Japan.

Ottawa reports that the Consul-General has left for Tokio.

It is believed that he has been recalled in connection with the immigration question.

## The French Navy.

28th December.

The French Senate has adopted the Navy Estimates.

M. Thomson, replying to complaints about the falling back of France, said the position of the navy must be maintained, that France must not cease to make sacrifices at the risk of falling to the fifth or sixth rank.

## THE "LOVE HAND."

## CHINESE CHILDREN IN J PANEK'S KIM'NOS.

While there is nothing of outstanding interest to mark out the December number of the Australian magazine, *The Love Hand* from the general run of popular monthlies, the main idea of the originators to elevate things Australian in the eyes of the outside world is kept well in the forefront. As before, Mr. Edward Dyson's narrative of the incidents which befall "The butlers and a bear" is the most humorous contribution in the magazine. On this occasion the child-like Ephraim Lees makes his *début* in society and his success as a lady-killer is only exceeded by the resentment of his host; of course Bruno spoils the fun in the end and the trio are again left to wend their way through the wilds. A rather clever and quaint story is that written and illustrated by Mr. Norman Lindsay, entitled "The Intruder." Mr. Alf. Vincent continues his series of sketches "Vagabonding in Asia," but one is inclined to wonder where he found his types. For example, where did he find in Canton heaps of Chinese children dressed in kimonos? His view of a European-in-a-sampan is all very fine as a picture but as a sketch of the real thing it will not bear criticism. The story of "the genesis of the Bulletin" is finished at last and no heads broken. There are a number of readable short stories in the magazine, and some odds and ends of general interest. The illustrations are hardly so well done as before, the voluptuous look on the faces of the women drawn by Norma Lindsay being a trifle bizarre in what appears to be a magazine for the home.

## GARRISON FOOTBALL LEAGUE.

## FIXTURES FOR THE WEEK.

Monday 30th: No. 83 Co. R.G.A. v. Departmental, Referee: Capt. Shute, R.E.  
Tuesday 31st: No. 87 Co. R.G.A. v. "A" Co. 3rd Mx., Referee: Q.M.S. Edwards, R.E.  
Wednesday, 1st Jan.: "B" Co. 3rd Mx., v. "G" Co. 3rd Mx., Referee: Sgt. Atkins, A.O.C.;

Wednesday, 2nd Jan.: 4th Co. R.E. v. "H" Co. 3rd Mx., Referee: Capt. Greenwood, R.G.A.

Thursday 3rd: No. 83 Co. R.G.A. v. 2nd Co. R.E., Referee: Q.M.S. Engleish, 3rd Mx.

Friday 4th: Departmental v. No. 87 Co. R.G.A., Referee: Capt. Flit, 3rd Mx.

Saturday 5th: 25th Co. P.E. v. "A" Co. R.G.A., Referee: R.Q.M.S. Thorp, R.G.A.

Kick-off 2 p.m.; remainder at 3.45 p.m.

## RESULTS LAST WEEK.

No. 88 Co. R.G.A. 3 v. No. 81 Co. R.G.A. 2  
"H" Co. 3rd Mx. 0 v. Departmental 1  
No. 87 Co. R.G.A. 2 v. No. 88 Co. R.G.A. 1\*

\* No. 87 Co. played ineligible player, game awarded to No. 88 Co.

## LEAGUE TABLE.

	Goals	P.W.D.	I.F.A.P.
"G" Co. 3rd Middlesex	8	1	12
"F" Co. 3rd Middlesex	8	7	19
"A" Co. 3rd Middlesex	8	6	15
No. 88 Co. R.G.A.	2	0	5
No. 87 Co. R.G.A.	2	5	15
No. 40 Co. B	7	4	37
Departmental	0	4	5
No. 83 Co. R.G.A.	0	1	12
No. 87 Co. P.E.	0	2	12
"H" Co. 3rd Middlesex	7	1	5
No. 87 Co. P.E.	0	6	25
* 3 points for game forfeited by 25th Co. R.E.	0	0	0
* 3 points for game forfeited by No. 87 Co. R.G.A.	0	0	0

## WEST LIVER STRANDER ASHORN.

## S.S. "CHAN WAI" AGROUND.

News was received at Wuchow, on the morning of the 26th inst., that the s.s. *Chan Wai*, which left Wuchow on the afternoon of the 25th last for Hongkong, had run aground at Man-kow, near Yau-sing. There was very heavy rain on the night of the 25th and a heavy fog on the river, which will, no doubt, account for the mishap. A Chinese gunboat is reported as standing by the *Chan Wai*.

## SOUTH CHINA MORNING POST, LTD.

## FIFTH ANNUAL MEETING.

The fifth annual general meeting of the *South China Morning Post*, Limited, was held in the offices of the National Bank of China this afternoon. There were present: Dr. J. W. Noble (chairman), Messrs. G. C. Moxon, H. Pinckney, G. Scott Harston, A. R. Lowe, and others.

The notice convening the meeting was read.

The Chairman said:—Gentlemen.—The report and accounts having been in your hands for some days, we will, with your permission take them as read. The directors regret the disappointing nature of the balance sheet placed before you for approval. These accounts, however, represent the true position of the company up to the 31st of August last. During the period under review, more especially during latter portion thereof, a close and earnest investigation was made by the board and many changes effected in nearly every branch of your business, necessitating the most drastic measures, entailing arduous labour on all concerned in the reformation; changes in the staff were, of course, inevitable, altered methods of conducting the business adopted, large sums as set forth in the balance sheet written off, etc. The stock-taking has been very thorough and complete, useless material weeded out, the remaining portion re-valued; completed work was found which had been executed with the hope that it might one day be called off; this had been carried as "stock." A delivery could not be forced, legally or otherwise, a large portion of it was worthless and was consigned to the flames and "written off." Your metals have been weighed and credit taken only for that which was actually in stock; a system we think you will admit yields truthful results, if unwelcome figures. For months past no work has been executed unless on the written order of a firm or individual, former laxity and neglect of this precaution accounts for a loss of some thousands of dollars. Our present premises are more suitable for our purposes than any we have heretofore occupied, the rigid supervision which can now be exercised over the employees in all departments, situated on one floor, warrants us in assuming that the output should be considerably enhanced and greater satisfaction given owing to pastoral supervision by the general manager under whose eye the work is now carried on. Your late general manager, Mr. A. Cunningham, has presented a claim amounting to \$14,000 for salary as editor, in addition to his pay as general manager. This claim we absolutely refused to recognise and scorned a compromise. A writ is now outstanding and the case will in due course come before the Court for trial. You have struggled on patiently, supported by hope and borrowed money, for more than four years and we trust you will be patient yet a little longer and not abandon your hope, so long deferred. The future prospects are really not so gloomy as would appear from the accounts before you. We hope in the ensuing year to reap the benefit of the reforms inaugurated and economies effected and to lay before you a balance-sheet better than any you have had in the past, and one that will prove more to your satisfaction. Your auditor for some months past has spent much time and labour diligently unravelling the accounts that we might know our exact position. These accounts we now ask you to approve. Before, however, proposing the adoption of the report and accounts I would like to say that we have come here prepared to answer fully and freely any and all questions you wish to ask, which can be answered in public without detriment of the company's business. Before proposing these accounts I would be very glad to answer any questions.

There were no questions.

The Chairman proposed the adoption of the report and accounts.

Mr. Petrie seconded.—Carried.

Mr. Petrie moved the re-election of Dr. J. W. Noble, Messrs. G. C. Moxon, J. S. Harston, and H. Pinckney as directors for the year, ending August 31, 1908.

Mr. Lloyd seconded.—Carried.

The Chairman.—That is all the business, gentlemen. I am sorry that I cannot say, "The dividend warrants will be ready tomorrow."

The meeting then terminated.

On the 21st inst., at Shanghai, before the Police Magistrate, J. M. Eliza Sousa was brought up on a warrant issued in Hongkong on a charge of having committed a larceny of \$200 from the French Bank, Hongkong, in 1905. When the larceny was committed, a warrant had been issued against Sousa who was taken in charge by the police only a few days ago. Inspector Bourke and Det. Sergt. Reeves represented the police, and the latter identified the accused as the man against whom the warrant was issued. His Worship said that the accused would be remanded until a trial was received from Hongkong as to whether they wished to go on trial with the charge. Accused would be liberated if he could find two securities from each member of the court.

## KOWLOON CRICKET CLUB.

## CHILDREN'S SPORTS.

Following is the programme of the third annual children's sport to be held at Kowloon Park, Kowloon, on Wednesday, January 1st, 1908.

## FIRST RACE AT 3.15 P.M.

All races will be handicapped.

- |   |                   |
|---|-------------------|
| 1. Boys' Race (100 yards)               | ... Ages 12 to 14 |
| 2. Girls' Race (75 yards)               | ... 12 to 14      |
| 3. Boys' Three Legged Race              | ... under 12      |
| 4. Girls' Skipping Race                 | ... under 12      |
| 5. Boys' Potato Race                    | ... 10 to 12      |
| 6. Girls' Race (75 yards)               | ... 10 to 12      |
| 7. Boys' Sack Race (40 yards)           | ... 11 to 14      |
| 8. Girls' Competition                   | ... 10 to 12      |
| 9. Boys' Race (100 yards)               | ... 8 to 10       |
| 10. Girls' Blindfold Pig Race           | ... 10 to 12      |
| 11. Boys' Egg and Spoon Race (50 yards) | ... under 14      |
| 12. Girls' Skipping Competition         | ... under 9       |

## Interval for Tea.

Consolation Races for Boys and Girls.

Bras Tub, Refreshments, Clowns.

Programme subject to alteration at Committee's discretion.

## ALL POST ENTRIES.

First three in each race to receive a Prize.

- |  |                   |
|--|-------------------|
| 13. Boys' Tug of War                     | ... Ages 12 to 14 |
| 14. Girls' Race (25 yards)               | ... under 5       |
| 15. Boys' Race (40 yards)                | ... 6 to 8        |
| 16. Girls' Threadneedle Race             | ... under 10      |
| 17. Boys' Blindfold Pig Competition      | ... under 11      |
| 18. Girls' Race (25 yards)               | ... 4 to 6        |
| 19. Boys' Race (30 yards)                | ... 4 to 6        |
| 20. Girls' Race (20 yards)               | ... under 4       |
| 21. Boys' Race (30 yards)                | ... under 8       |
| 22. Girls' Egg and Spoon Race (40 yards) | ... under 14      |
| 23. Boys' Wheelbarrow Race (50 yards)    | ... under 14      |
| 24. Girls' Race (100 yards)              | ... under 14      |

## NOTICE.

Plans of Seats now on View at above address.

## ADMISSION.

Admission ..... \$1.

For Children 50 cents at Matinee only.

Hongkong, 30th December, 1907.

Douglas Steamship Company, Limited.

FOR SWATOW, AMOY AND FOOCHOW,

THE Company's Steamship

"HAIMUN."

Captain Robson, will be despatched for the above Ports, on THURSDAY, the 2nd prox., at 4 o'clock P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers,

Hongkong, 3rd December, 1907.

Dated this 30th December, 1907.

S. W. TSO,

No. 28A, Pei-Vaux Road Central,

Hongkong,

Solicitor for

THE CANTON RIVER BRIDGE COMPANY, LIMITED.

WUCHOW NOTES.

LA POUPEE TO-NIGHT.

Saturday night saw the last of "in Town" by the Lilliputians and to-night the company will

put on for the first time in Hongkong the tuneful comic opera "The Toy-maker," or La Poupee.

The kiddies have been rehearsing this production for the last few months and as it is

a piece full of action and life, giving everybody

in the cast a chance to step to the front, to-night's performance should be a very successful one.

Several late song hits from England and the United States have been introduced into the play and new costumes and scenery have been provided for.

La Poupee will be presented for three nights only.

Next Thursday night the Grand New Year Pantomime Mother Goose will be the bill. Amatiens of the same piece will take place Saturday afternoon at 3.15. Seats for the whole week at Robinson-Piano Co.

The Prices will be presented after the Show by H. N. Mody, Esq.

THIR SLUMP IN SILVER.

AN OPTIMISTIC VIEW.

The *Our Shimp* publishes the opinion of

Mr. Fujino, manager of the Osaka branch of the Mitsui Bussan Kaisha, on the outlook for

the spinning industry and cotton yarn.

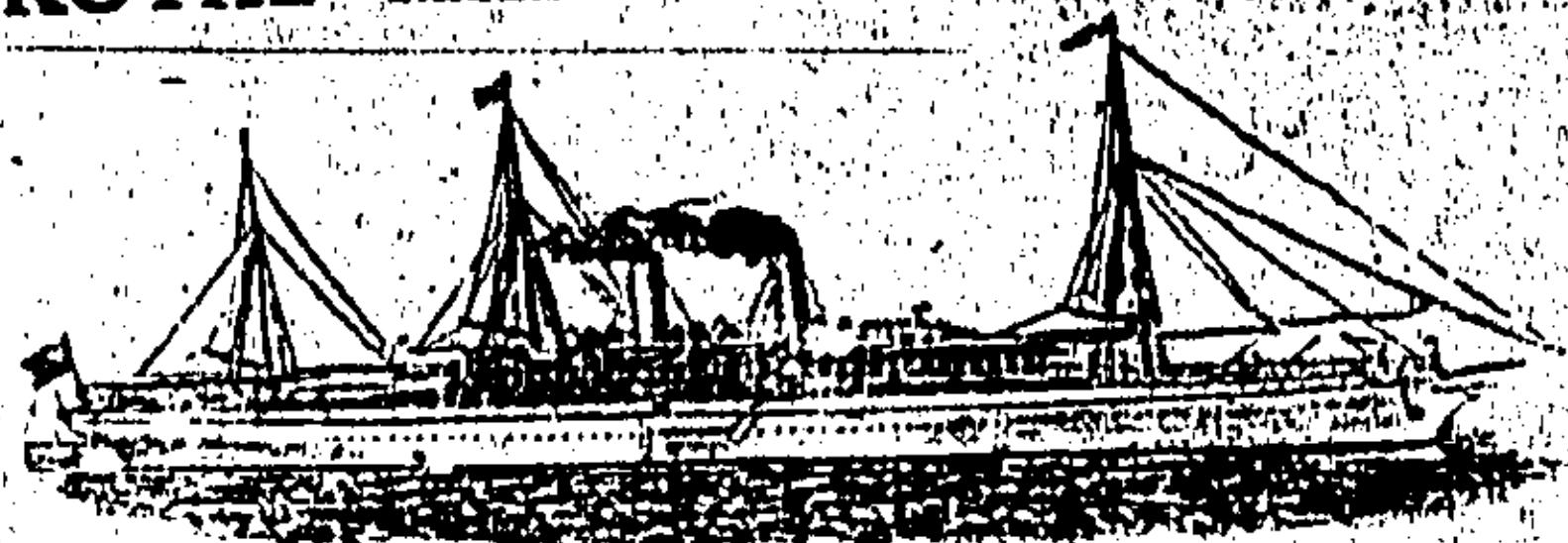
The lowest price for silver recorded during

ten years ending December 1, 1905, says Mr.

Fujino, was \$15.16d. in January,

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.  
The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCUVER. 18 Days HONGKONG to VANCUVER.

PROPOSED SAILINGS. (Subject to Alteration).  
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCUVER  
"EMPEROR OF INDIA" ..... 6,000 THURSDAY, Jan. 16th ..... Feb. 3rd  
"MONTEAGLE" ..... 6,150 WEDNESDAY, Jan. 25th ..... Feb. 22nd  
"EMPEROR OF JAPAN" ..... 6,000 THURSDAY, Feb. 1st ..... Mar. 1st  
"EMPEROR OF CHINA" ..... 6,000 THURSDAY, Mar. 12th ..... Mar. 29th  
"EMPEROR OF INDIA" ..... 6,000 THURSDAY, April 9th ..... April 27th  
"MONTEAGLE" ..... 6,150 WEDNESDAY, April 21st ..... May 16th  
"EMPEROR" steamers will depart from Hongkong at 4 P.M.  
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN); KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York £71.10.

Hongkong to London, Intermediate or 2nd Class ..... via St. Lawrence £4.10. Via New York £42.

First-class rates include cost of Meals and Birth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 27th December, 1907.

[11]

INDO-CHINA STEAM NAVIGATION CO. LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Fo! Steamer On  
SHANGHAI FOOSHING ..... TUESDAY, 31st Dec., Daylight.  
SGAPORE, PENANG & CALCUTTA, KUTSANG\* ..... TUESDAY, 31st Dec., 3 P.M.  
SHANGHAI HANGSANG ..... THURSDAY, and Jan., 1st.  
MANILA LOONGSANG\* ..... FRIDAY, 3rd Jan., 4 P.M.  
SGAPORE, PENANG & CALCUTTA LAISANG\* ..... TUESDAY, 7th Jan., 3 P.M.  
MANILA YUENSANG\* ..... FRIDAY, 10th Jan., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Single. Return.  
Hongkong to Singapore 1st Class ..... \$55 \$100.  
Penang ..... 85 130  
Calcutta ..... 105 250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

! Taking Cargo on through Bills of Lading to Oboson, Tienhsia, Newchwang and Yangtze Port.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,  
General Managers.

Hongkong, 28th December, 1907.

[16]

CHINA NAVIGATION CO., LIMITED.

Fo! STEAMER To SAIL.

HOIHOW & PAKHOI "KWEIYANG" ..... 31st Dec., daylight.

MANILA "TEAN" ..... 31st " 4 P.M.

SHANGHAI "YOCHOW" ..... 31st "

MANILA, ZAMBOANGA & COLONIES "TAIWAN" ..... 31st "

CEBU & ILOILO "KAIFONG" ..... 3rd Jan., "

SHANGHAI "KUKIANG" ..... 3rd "

MANILA "TAMING" ..... 7th "

YOKOHAMA & KOBE "CHINGTU" ..... 9th "

CEBU & ILOILO "BUNGKUANG" ..... 13th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unparalleled table, & a duly qualified Surgeon is carried.

! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th December, 1907.

[17]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon Midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried:

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For Sailing Dates.

RUBI ..... 2540 Almond ..... MANILA SATURDAY, 4th Jan., 1908.

ZAFIRO ..... 2540 R. Rodger ..... " SATURDAY, 11th Jan., 1908.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 28th December, 1907.

[18]

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 28th December, 1907.

[19]

CHINA & MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week commencing 3RD FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to dispatch our steamer "RUBI" on FRIDAY, 1st January, in the evening instead of at Noon on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order that the full week's festivities may be enjoyed we shall not dispatch the steamer from Manila until SUNDAY morning, 6th February, at Daylight. Steamer will reach Hongkong again on the afternoon of Tuesday, 13th February.

We have arranged a Special Fare for this Round Trip of \$50, and we shall allow passengers to remain on board during the stay in Manila for \$10 per day inclusive. We trust to secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the Underwriters.

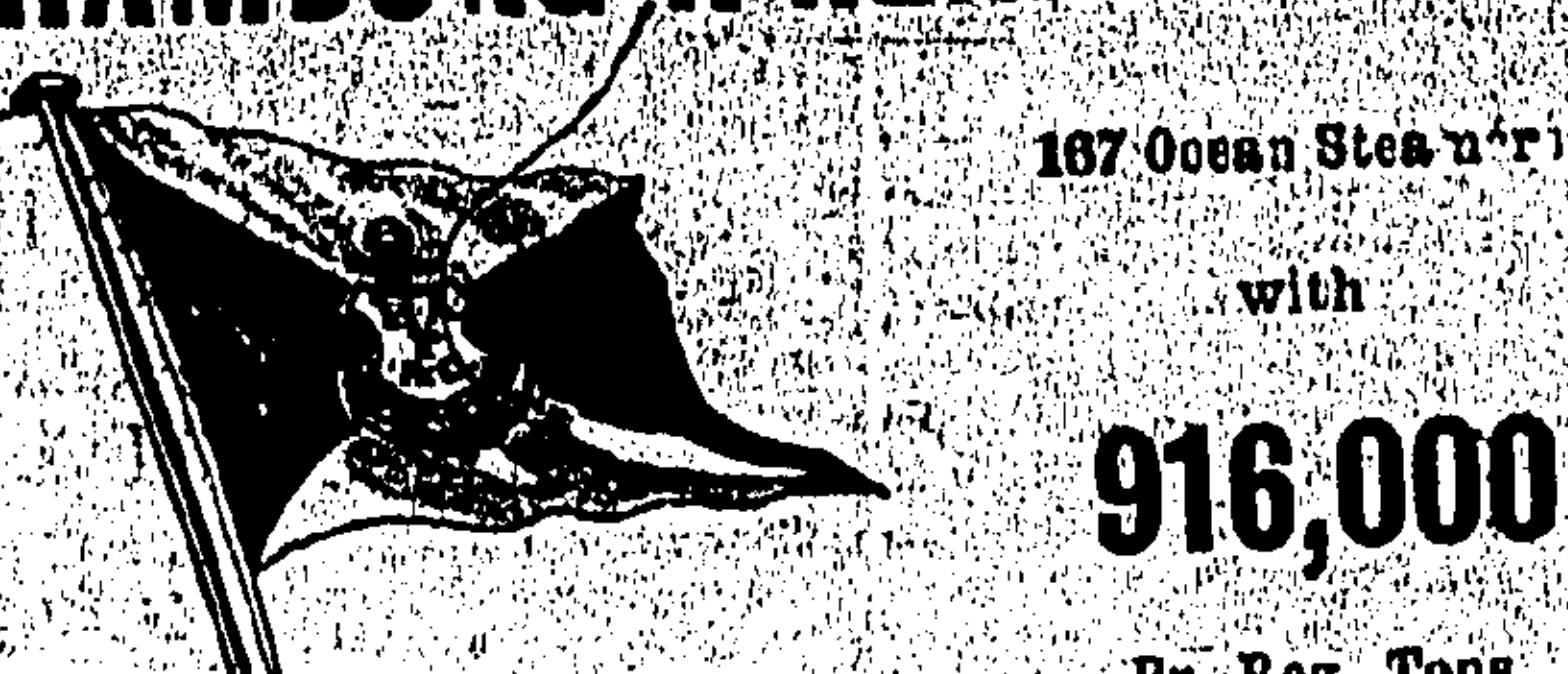
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st December, 1907.

[19]

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



187 Ocean Steamer

with

916,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HARNSBURG—HOHENSTAUFEN—SILESIA—SCANDIA

## HIGHEST COMFORT, ONLY LOWER BERTHS

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

RHENANIA ..... 21st Jan., 1908

SCANDIA ..... 9th Jan., 1908

HABSBURG ..... 30th Jan., 1908

RHENANIA ..... 26th Feb., 1908

HOHENSTAUFEN ..... 25th March, 1908

Hongkong, 24th December, 1907.

Homeward.

SCANDIA ..... 9th Jan., 1908

HABSBURG ..... 30th Jan., 1908

RHENANIA ..... 26th Feb., 1908

HOHENSTAUFEN ..... 25th March, 1908

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship.

"INDRAPURA" ..... On or about the 8th January, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 23rd December, 1907.

[18]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins will be despatched for the above Ports, on TUESDAY, the 31st Inst., at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,

General Managers.

Hongkong, 27th December, 1907.

[19]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE:

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KATHERINE PARK ..... 6,000 MONDAY, 30th Inst., Noon.

KASATO MARU ..... 6,100 (Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager,

York Building

Hongkong, 26th December, 1907.

[19]

THEAMERICAN AND ORIENTAL LINE.  
FOR BALTIMORE AND NEW YORK  
(With liberty to call at Malabar Coast).

THE Steamship

"JESERIC,"

Captain Thompson, will leave for the above Ports, on or about SATURDAY, 25th January, 1908.

For Freight, apply to

ARNOLD,

KARBERG & Co.,

Agents.

Hongkong, 21st December, 1907.

[19]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .... Capt. H. W. WALKER.

"KWONG SAI" .... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passing Fare—Single Journey ..... \$1.25 each

The Company's Wharf is situated in front of the New Victoria Market opposite the old Honour Office.

YUNON LINES CO., LTD.

## COMMERCIAL.

TO-DAY'S EXCHANGE  
SELLING.  
London—Bank T.T. .... 1.91  
Do demand ..... 1.91  
Do 4 months' sight ..... 1.91/3/1  
France—Bank T.T. .... 1.27  
America—Bank T.T. .... 1.43  
Germany—Bank T.T. .... 1.85  
India T.T. .... 1.35  
Do demand ..... 1.36  
Shanghai—Bank T.T. .... 1.74  
Singapore T.T. .... 1.28 prem  
Japan—Bank T.T. .... 881  
Java—Bank T.T. .... 1.00  
Buying  
4 months' sight L/C. .... 1.14  
6 months' sight L/C. .... 1.10  
30 days' sight San Francisco & New York. 45  
4 months' sight " do " 46  
90 days' sight Sydney and Melbourne. 1.10  
4 months' sight France. 2.34  
6 months' sight " " 2.36  
4 months' sight Germany. 1.92  
Bar Silver ..... 248  
Bank of England rate ..... 7.2  
Sovereign ..... \$1.00

## SHIPPING AND MAILS

GERMAN (YORK) 31st inst., 9 a.m.  
GERMAN (ZETEN) 2nd prox., a.m.  
AUSTRALIAN (CHINGTU) 3rd prox.

The s.s. *Rohr* last Manila on 28th inst., and is due here on 30th inst., at 7 p.m.

The P. M. S. Co.'s s.s. *Korea* will sail from Yokohama on 31st inst., and will be due to arrive at this port on 8th prox.

The Barber Line s.s. *Saint Patrick* from New York left Singapore on 27th inst., and may be expected to arrive on 3rd prox.

The Imperial German Mail s.s. *York* left Shanghai on 29th inst., at 9 a.m., and may be expected here on or about 31st inst., at 9 a.m.

The N. Y. K. s.s. *Wakasa Maru*, European Line, left Kobe for this port via Moji and Shanghai on 28th inst., and is expected here on 6th prox.

The C. P. R. Co.'s s.s. *Montague* arrived at Yokohama at 9.30 a.m. on 30th inst., and leaves again at 4 p.m. Tuesday for Kobe, where she is due to arrive at 6 a.m. on prox.

The Imperial German Mail s.s. *Tarion* carrying the Geen-in-Mails with dates from Berlin of the 3rd inst., left Singapore 28th inst., at 6 p.m., and may be expected here on prox.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 30th at 11.15 a.m.—The barometer has fallen over Central China, and risen in S. Japan.

The high pressure area is moving Eastwards and is now over the Yellow Sea.

Pressure remains low over N. Japan, and it is inclined to give way over the Philippines.

Gradient continues rather steep over S. China, and strong monsoon will continue to prevail in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

FORECAST.—1.—Hongkong and neighbourhood, N.E. to E. winds, strong; cloudy, probably some rain.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Kutsang, Br. s.s. 3,110, R. C. D. Bradley, 28th Dec.—Maj. 24th Dec., Gen.—J. M. & Co.

Triumph, Ger. s.s. 769, J. Hendixen, 28th Dec.—Haiphong 26th Dec., Rice and Gen.—J. & Co.

Kaifong, Br. s.s. 984, Mathias, 28th Dec.—Cebu and Iloilo 21st Dec., Ballast.—B. & S.

Kowloon, Ger. s.s. 1,187, A. Enigk, 28th Dec.—Haiphong 6th Dec., Ballast.—H. A. L.

Priam, Br. s.s. 2,915, R. A. Tillotson, 28th Dec.—Singapoore 21st Dec., Gen.—B. & S.

Rajah, Ger. s.s. 2,018, R. Peteres, 28th Dec.—Bangkok 9th Dec., Gen.—B. & S.

St. Lucia, Dan.s.s. 1,502, E. de G. Loh, 28th Dec.—Singapore 17th Dec., Gen.—M. & Co.

Kiuking, Br. s.s. 1,221, H. A. Wavell, 28th Dec.—hanghai 26th Dec., Gen.—B. & S.

Kweiyang, Br. s.s. 1,010, M. Dawson, 29th Dec.—Swatow 28th Dec., Gen.—B. & S.

Chowia, Ger. s.s. 1,055, T. Spiess, 29th Dec.—from Bangkok, rice.—B. & S.

Holstein, Ger. s.s. 1,113, A. Nejahr, 29th Dec.—from Toulane, rice.—J. & Co.

Neptune, Br. s.s. 2,154, H. G. Roberts, 21st Dec.—Kuchinoeru 24th Dec., Coal.—Order.

Koroma, Aust. s.s. 1,387, P. Gerestiamer, 29th Dec.—Novumunser Bussen, (D.G.), 12th Nov., Cement.—Order.

Vochow, Br. s.s. 1,130, F. Northcombe, 29th Dec.—Canton 29th Dec., Gen.—B. & S.

Kaga Maru, Jap. s.s. 3,606, G. Laprak, 29th Dec.—Seattle, Wash., U.S.A. and Shanghai 27th Dec., Flour and Gen.—N. Y. K.

Loongkang, Br. s.s. 1,093, S. J. Payne, 29th Dec.—Manila 27th Dec., Hemp and Gen.—J. M. & Co.

Macbau, Br. s.s. 1,176, J. W. Long, 3rd Dec.—Shanghai 27th Dec., Gen.—B. & S.

Wichibei Maru, Jap. s.s. 1,410, R. Minokawa, 29th Dec.—Wakayama 16th Dec., Coal.—M. B. K.

Dumed, Br. s.s. 1,074, W. Torrible, 29th Dec.—Japan via Fons and Shanghai 27th Dec., Gen.—B. & S.

Tijpans, Dut. s.s. 1,177, A. Pender, 3rd Dec.—Macassar 22nd Dec., Gen.—J. C. L.

Clearances at the Harbour, Germany for Haiphong.

Clearance for Sooyabai.

Clearance for Canton.

Clearance for Moll.

Clearance for Coss.

Clearance for Changsha.

## Steamers Exported.

From	Agents	De
York	M. & Co.	Dec. 31
Choyang	M. & Co.	Jan. 1
Minnesola	N. Y. R.	2
Chingtu	B. & S.	2
Zieten	M. & Co.	2
Monteagle	C. P. R. Co.	3
Wakasa Maru	N. Y. R.	4
Korea	P. M. Co.	5
P. Waldemar	Sydney	5
Emp. of Japan	Vancouver	6
Astria	P. & A. Co.	14
Persia	O. & O. Co.	15

## Departures

Dec. 29.

Hainan, for Swatow.

E. Frans Ferdinand, for Singapore.

Jessie Maru, for Swatow.

Phrasane, for Bangkok.

Pakka, for Bangkok.

Bingo Maru, for Kobe.

Pronto, for Saigon.

Mawang, for Sandakan.

Kwangtak, for Canion.

Dec. 30.

Nicomedia, for Portland; Or.

Plan, for Haiphong.

Gangi, for Shanghai.

Wharf Park, for Karatsu.

Moekrang, for Shanghai.

Hin Afing, for Shanghai.

Kuei yang, for Canton.

Kinkung, for Canton.

Passengers arrived.

Perf. Islam, from Singapore—635 Chinese.

Per Kaisong, from Iloilo—Mrs. Lester, and

Miss Norris.

Per Loongtsing, from Manila—Mr. and Miss

Kleinfeiter.

Per Kultang, from Moji—Mr. Mackinlay,

116 Chinese, and 92 Chinese.

Per Kaga Maru, from Shanghai—Mr. J. N.

Means, Mrs. L. P. Means, Miss L. Means,

Messrs. A. H. Hopke, P. J. Wiener, Mrs. J. J.

Wondruff, Messrs. A. Schewling, Alex. Hance

Bulus, 8 Japanese, 1 European, 78 Chinese, and

12 Indians.

Shipping Reports.

Sir. St. Lucia, from Singapore—Rough

weather.

Sir. Rajah, from Bangkok—Strong N.E.

monsoon.

Sir. Loongsang, from Manila—Moderate

and overcast.

Sir. Kutting from Moji—Fine weather,

moderate monsoon.

Sir. Triumph, from Haiphong—North

Easterly hard blowing.

Sir. Pratam, from Singapore—Strong N.E.

breeze and heavy sea throughout.

Sir. Neptune, from Kuchinoeru—Favourable

weather throughout the passage N.E., and

S.W. winds light to strong.

Sir. Kaijone, from Cebu and Iloilo—Fine

weather with light winds to Piedra Point, thence

moderate N.E. winds and sea to N.E. head.

## VESSELS IN PORT

SPAINISH.

Alesia, Ger. s.s. 5,181, J. Ernst, 23rd Dec.—Portland, Or. and Moji 18th Dec., Flour & P. & A. S. Co.

Bourbon, Fr. s.s. 697, Le Bail, 8th Dec.—Saigon 23rd Dec., Gen.—Man-Fat & Co.

Charlton, Br. s.s. 2,502, W. G. Thomas, 27th Dec.—Barry 5th Nov., Coal.—Naval Store Officer.

Cheong Shing, Br. s.s. 1,256, F. Wheeler, 25th Dec.—Canton 25th Dec., Gen.—J. M. & Co.

Childar, Nor. s.s. 1,102, A. Augensen, 22nd Dec.—Bangkok 11th Dec., and Swatow 21st Dec.—Gen.—N. V. K.

Dagny, Nor. s.s. 833, O. Abrahamson, 22nd Dec.—Haiphong 18th Dec., Rice—Asgard, Thoresen & Co.

Devawongse, Ger. s.s. 1,013, T. V. Bruhn, 24th Dec.—Bangkok and Swatow 12th Dec., Rice, Salt and Wood.—B. & S.

Empress of India, Br. s.s. 3,032, E. Beetham, R.M.R., 16th Dec.—Vancouver, (B.C.) 26th Nov., and Shanghai 13th Dec., Mails and Gen.—C. P. R. Co.

Fooshing, Br. s.s. 1,473, T. Arthur, 8th Dec.—Canton 27th Dec., Gen.—J. M. & Co.

Ganges, Br. s.s. 3,721, A. S. Page, 2nd Dec.—Barry Dock 31st Oct., Coal.—Admiralty.

Germania, Ger. s.s. 1,713, H. Lorenzen, 27th Dec.—Hobart 17th Dec., Tamba Maru, 10th December—Hohenstaufen, Tamba Maru, 17th December—Belgravia, Ghazee, Liberia, Ernest Simons 17th December—Idomenus, Pak Ling, 20th December—Taiba Maru, 24th December—Inland, Indomar, Inland, Indramadid, Tonkin 17th Dec.—Kowloon, Kamakura Maru, Sanuki Maru, Salona Cruz 16th Nov., Ballast.—C. M. S. Co.

Ivigtuk, from Cebu and Iloilo—

Leviathan, Ger. s.s. 1,106, H. L. Ballantyne, 28th Dec.—Canton 28th Dec., Gen.—J. M. & Co.

Liobang, Br. s.s. 1,106, R. Mathias, 28th Dec.—Canton 28th Dec., Gen.—J. M. & Co.

Lion, from Cebu and Iloilo—

Magellan,

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie &amp; Co. Corrected to Monday latest alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	INTEREST RATE PRESENT WORKING ACCOUNT	CLOSING QUOTATION
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation Do. (new)	40,000	\$125	\$125	{ \$1,000,000 \$11,750,000 \$20,000	Tls. 7,071,07	1/- for year end 30.6.07 (G ex) 1/2/3/15 \$100/-	5-7	\$720 \$711 downward London 1/3/10/-
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	1,075	77	60	{ \$1,500,000 \$210,018 \$11,919	Tls. 7,123	5/- London 1/1/10/-	81	\$51
North China Insurance Company, Limited	1,000	150	50	{ \$1,250,000 Tls. 10,000 Tls. 18,943	None	5/- for 1906	81	\$245
Union Insurance Society of Canton, Limited	2,400	250	\$100	{ \$1,000,000 \$70,000 \$16,407 \$115,151 \$8,7628 \$8,0000 \$50,0143 \$5,088	Tls. 204/4	Final of 7/8 per share making in all 15/- for 1906 Tls. 105	6-8	Tls. 8 sellers
Yangtze Insurance Association, Limited Do. (new)	4,000	100	\$60	{ \$1,000,000 \$33,049 \$9,616	Tls. 204/4	Final of 1/2 making \$4/- for 1906 and Interim of 1/- 1906	58 2	1825
China Fire Insurance Company, Limited	20,000	100	50	{ \$1,000,000 \$33,049 \$9,616	Tls. 204/4	5/- for 1906	131 2	\$350
Hongkong Fire Insurance Company, Limited	8,000	250	\$50	{ \$7,000 \$26,638 \$6,088	Tls. 205/36	5/- for 1905	61 2	\$15
China and Manila Steamship Company, Limited	10,000	25	52	{ \$1,000,000 \$50,000 \$50,000 \$10,000	Tls. 205/36	5/- for 1906	101 2	\$38 buyers
Douglas Steamship Company, Limited	10,000	50	\$50	{ \$1,000,000 \$50,000 \$10,000	Tls. 205/36	5/- for year ending 30.6.07	7 2	\$281 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	515	\$15	{ \$1,000,000 \$27,101	Tls. 205/36	5/- for 1906 @ ex 2/2-\$1.14 per share	31 2	\$441 \$329
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. do. (Deferred)	60,000	15	15	{ \$1,000,000 \$27,101	Tls. 205/36	Interim of Tls. 1/- for account 1907	12 2	Tls. 44 buyers
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000	Tls. 50	Tls. 50	{ \$1,000,000 \$1,871 \$65,000 \$20,537	Tls. 205/36	Interim of 1/- (Coupon No. 8, for a/c 1907 \$1.00 for year ending 30.4.1907 \$0.50)	11 2	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	10,000	110	10	{ \$1,000,000 \$10,000	Tls. 205/36	5/- for 1906	41 2	\$22 buyers
"Star" Ferry Company, Limited	10,000	110	10	{ \$1,000,000 \$10,000	Tls. 205/36	5/- for 1906	40 2	\$11 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$1,000,000 Tls. 30,000	Tls. 205/36	Final of Tls. 2 making Tls. 6 for 1906	131 2	Tls. 47 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000	Tls. 205/36	8/- for year ending 31.12.06	8 2	\$100 buyers
Lupon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Tls. 205/36	3/- for 1907	5 2	\$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 205/36	Tls. 4 (8%) for year ending 31.12.06	5 2	Tls. 80 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £15,000 £24,398	Tls. 205/36	Final of 1/6 (No. 9) for 1907	71 2	Tls. 16
Faub. Australian Gold Mining Company, Limited	150,000	£1	£1	{ £10,000 £4,873	Tls. 205/36	No. 12 of 1/-=48 cents	18 2	
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$64,124	Tls. 205/36	8/- for year ending 31.12.06	131 2	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd. Do. do. (new)	20,000	\$50	\$50	{ \$10,000 \$23,152 \$30,000	Tls. 205/36	Interim of 1/- for six months ending June 30th 1907	67 2	\$15 old buyers \$15 new buyers
Long Feng and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$10,000 \$50,000	Tls. 205/36	5/- for 1st half-year endg June 30th, 1907	88 2	\$60
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$10,000,000 \$18,210	Tls. 205/36	Tls. 3 for year ending 30th April 1907	44 2	Tls. 721 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 10,000 Tls. 10,100 Tls. 75,000	Tls. 205/36	Interim of Tls. 8 for account 1907	88 2	Tls. 205 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 \$10,000 \$15,000	Tls. 205/36	Tls. 6 for 1 1/4 months ending 28.2.07	6 2	Tls. 101
Astor House Hotel Company, Limited (Shanghai)	100,000	\$25	\$25	{ \$10,000 \$15,000	Tls. 205/36	5/- for year ending 30.6.07	108 2	\$208 sellers
Central Stores, Limited	50,725	\$15	\$15	{ \$1,000 \$15,000	Tls. 205/36	\$1.80 for 1906	13 2	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,000 \$15,000	Tls. 205/36	4 for 1st half-year ending 30.6.07	10 2	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$10,000 \$20,000 \$30,000	Tls. 205/36	Interim of 1/- for half year ending 30.6.07	71 2	\$101 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none	Tls. 205/36	80 cents for 1906	71 2	\$25 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000 \$10,000	Tls. 205/36	\$2/- for 1906	7 2	\$101 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 86,493 Tls. 170,000	Tls. 205/36	Interim of Tls. 3 for account 1907	71 2	\$101 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	Tls. 205/36	Interim of 1/- for half year ending June 30th	81 2	\$48 buyers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	5,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,276	Tls. 205/36	Tls. 21/- for year ended 31.12.07	5 2	Tls. 51 b. exdiv.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	{ \$10,000 \$10,000	Tls. 205/36	50 cents for year ending 31.7.07	5 2	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 205/36	Tls. 4 for year ended 30.6.06 (8%)	... 2	Tls. 50
Laon-kung-mow Cot on Spinning & Weaving Co., Ltd.	5,000	Tls. 100	Tls. 100	{ none	Tls. 205/36	Tls. 8 for 1906	... 2	Tls. 270 sellers
Soy Chie Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 20,257	Tls. 205/36	Tls. 50 for 1906	... 2	
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 \$10,000	Dr. 24,324	1/- per share for 1906	9 2	101
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$1,000 \$1,000	Dr. 24,324	\$3 for 1905	... 2	\$100 buyers
China-Borne Company, Limited	5,000	\$12	\$12	{ none	Dr. 24,324	\$1 for 1904	... 2	\$101 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Dr. 24,324	Final of Tls. 5 making Tls. 10 for 1907	... 2	\$100 buyers
China Light and Power Company, Limited Do. Do. special shares	* 50,000	\$10	\$10	{ none	Dr. 24,324	60 cents for year ended 31.2.06	... 2	16
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,500 \$10,000	Dr. 24,324	80 cents for 1906	81 2	\$60 sales
Dairy Farm Company, Limited	25,000	\$7½	\$6	{ \$1,000 \$5,000	Dr. 24,324	\$1.30 for year ending 31.7.07	71 2	\$17 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000 \$10,000	Dr. 24,324	Interim of 50 cents per share for a/c 1907	88 2	\$111
Hall & Holls, Limited	21,000	\$20	\$20	{ \$10,000 \$10,000	Dr. 24,324	5/- for year ending 31.2.07	118 2	\$111 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	Dr. 24,324	5/- per share for year ending 31.7.07	68 2	\$140
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000	Dr. 24,324	Interim of 1/- for year ending June 30th '07	68 2	\$15
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$25	\$25	{ \$10,000 \$10,000	Dr. 24,324	Interim of 50 cents per share for a/c 1907	68 2	\$140
Maatschappij tot Milj. Bosch en Landbouw-	25,000	Gls. 100	Gls. 100	{ Tls. 547,500 Tls. 27,000	Dr. 24,324	Interim of 1/- and bonus of Tls. 21/- mak-	9 2	\$15
plaatje Langkai, Limited	50,000	Gls. 100	Gls. 100	{ none	Dr. 24,324	ing in all Tls. 24/- for 1907	8 2	\$152 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none	Dr.			